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[a1365]

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[a2183]

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[a2347]

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Hongkong, 5th August, 1904. [1912]

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Hongkong, 1st September, 1904. [a2866]

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Hongkong, 7th October, 1904. [1621]

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Hongkong, 8th December, 1904. [a35]

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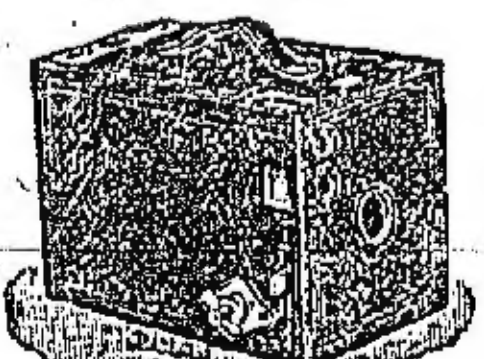
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Hongkong, 15th August, 1904.

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[a1153]  
Hongkong, 24th August, 1904.

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Hongkong, 14th December, 1904. [a3a]

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Hongkong, 17th October, 1899. [a2453]

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Hongkong, 13th June, 1903. [a2901]

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Hydraulic Lifts to each Floor.  
Electric Lighting and Fans.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
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Matron in attendance.  
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[a19]

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INTO THE HOTEL.**  
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Hot and Cold Water throughout.  
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Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
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**MANAGER.**  
Hongkong, 10th June 1903. [a1602]

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**A FIRST CLASS HOTEL** Situated near  
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Excellent Cuisine and Wines.  
Large and lofty Rooms, elegantly furnished  
Hydraulic Elevator, hot and cold water  
throughout.  
Special Rates for Tourists.  
Lunch Service for Guests.  
For Terms, apply to the **MANAGER.**  
Hongkong, 31st October, 1902. [a149]

**MACAO**

**AND**

**CANTON**

**HOTELS.**

**A LITTLE CHANGE.**

**THE Round Trip** from HONGKONG  
to MACAO, thence to CANTON and back to  
Hongkong, will be found interesting and  
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Proprietor.  
[a2781]

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All comforts of a home.  
A most pleasant retreat for those desirous of  
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Canton, give easy communication with both  
these centres.  
Cable Address—"BOA VISTA."  
For Terms, apply to  
**THE MANAGER**  
[a234]

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PLATED GLASS AND CROCKERY  
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68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903. [a2276]



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possible in China. It must be very many years before such a change could be wrought as would make it possible for China as a whole to assimilate western knowledge and appliances as Japan has done; or, if it could do so, to use them for the benefit of the nation at large. Before such a period has elapsed, other changes of an equally important character may reasonably be looked for, which will greatly modify any danger that might be supposed likely to arise. The opposition to Europeans which causes outbreaks from time to time is chiefly the result of the Chinese adherence to their old system; and before this could be overcome sufficiently to enable China to adopt European appliances—warlike and other—in any way that could possibly be considered likely to lead up to an invasion of Europe even in conjunction with Japan, she would have learnt enough to make her very little inclined for any such enterprise. A combination of this nature between China and Japan such as would be dangerous to Europe generally is thus in the highest degree improbable within any period of time worth considering as a matter of practical politics; and indeed, except so far as it may be provoked by a common danger from aggressive action on the part of a given European nation, any such combination is very unlikely at all. The Chinese are no friends specially of the Japanese, and will be quite content to hold their own in their own peculiar way for very many years to come, and even if this were not so, there is no reason to imagine that the Japanese will have any idea of joining with them for a heroic attack upon Europe as a whole. Their whole tendency indeed is precisely in the opposite direction. They have fully recognised that their main interests are in common with foreign nations considered generally. They are anxious to come into line in all questions of commercial and general policy, and are, in any case where China might adopt a different attitude, much more likely to be a support than an opposition to western nations.

It is no doubt so new a thing in the history of European dealings with Eastern nations, for a foreign Power to meet with opposition such as has been made against Russia, that it is not surprising people should speculate as to what will be the outcome of such an event. It is generally assumed that Japan will become elated to such a degree that anything reasonable or unreasonable may be expected of her. The facts, however, do not justify any such apprehensions. It was certainly with great reluctance that Japan entered upon the war, which she was to the last anxious to avoid if Russia had given her any opportunity of doing so. The steady aggression of Russia threatening her independence was so manifest that action could not be avoided. It does not at all follow that in normal circumstances a warlike policy will be acceptable to a nation among whom the instincts of trade and peaceful progress are marked features. The only circumstances in which it is likely that Japan and China would combine in warlike operations are where a mutual danger rendered such combination absolutely necessary for self preservation; and it is not likely that this will arise. The idea that out of mere ambition and desire for conquest China and Japan would combine for a general attack upon Europeans completely ignores the nature and genius of the latter country. The unanimity necessary to sustain such a gigantic enterprise could hardly be aroused among the Chinese, even if it were in any degree likely that it would be acceptable to Japan to unite her fortunes with so doubtful an ally.

Last week's two plague cases bring the year's total up to 510, with 495 fatalities. Other diseases during the week were three enteric and one purpural.

The Yellow Dragon, the Queen's College Magazine, publishes a translation of a letter from a young Japanese Engineer with the army attacking Port Arthur.

Miss Henriette Murkens (violinist) and Miss Edith Merryloes (pianist) will give an evening concert at the Peak Hotel on Friday next, commencing at 8.15 p.m.

The local Y.M.C.A. is falling into bad company. It is distressing to see that arrangements are being made for a football match with the newspaper men on New Year's day, which is a Sunday.

The Hongkong Football Club will play a Rugby match against H. M. S. *Glory* and *Albion* this afternoon, kick-off at a quarter to five. The Club team is as follows:—

J. F. Bourchier, back; J. Thomson, A. N. Other, A. O. Lang, and G. B. Bateman, three-quarters; J. Clark and H. Saper, halves; E. R. Halifax, Capt. Elgood, Lieut. Graham, Lieut. Black, Lieut. Rankin, Lieut. Duncan, J. C. Steen and H. F. Chard (capt), forwards.

The dividend of the Hamburg-American Line for 1904 is estimated at between 8 and 10 per cent., perhaps 9½ per cent.

H.M.S. *Leviathan*, when she reaches the Mediterranean Station, will hoist the flag of Rear-Admiral the Hon. H. H. Lambton.

Return of visitors to the City Hall Library and Museum for the week ending the 18th December, 1904, were 253 non-Chinese and 103 Chinese to the former, and 98 non-Chinese and 1,585 Chinese to the latter institution.

At the Crown Lands sale at the Public Works Department yesterday afternoon, Kowloon Inland Lot No. 1,361 was bought by the Gas Company for \$35,418, while Inland Lot No. 1,723 was sold to Young Chuk Hing for \$11,138. There was no competition.

A Chinese employed at the Naval Yard Docks was yesterday found in the dock with a fractured skull. He was admitted to the Civil Hospital where he now lies in a serious condition. How the accident occurred is unknown, but it is presumed that he fell into the dock.

We are informed that our paragraph concerning the carbine competition by the Left Half of the Volunteer Artillery Co., No. 2 was not quite accurate. Sergt. G. J. Andrews, hon. sec., reports that the winners of spoons in A class were Gunners Frith, Kinnaird, and Bombr. Watson; and in B class, Gunner Connolly only.

In reply to "J. T. C." *Stanley Gibbons' Monthly Journal*, a paper for stamp collectors says "the letters 'D.P.' surcharged upon the Hongkong stamps stand for *Daily Press*, a local newspaper which is allowed to mark its stamps thus to prevent theft." One London dealer told an inquirer that the mysterious letters were put on by the Censor on account of the war!

Good progress is being made in the formation of the Hongkong Volunteer Reserve Association. Rules have been drawn up and will shortly be issued to members. The first shoot will probably take place early next month, when it is hoped that the total membership will reach 100. The Hon. Sec., Mr. W. H. Trenchard Davies, will be pleased to receive the names of any British subjects desirous of joining, who have not already sent in their names.

United States Minister Allen, Seoul, Corea, reports:—"I was visited in July by the agent of the British and American Tobacco Company, who desired to have the company's trade-marks or labels registered in Corea. There being no system of registration of trade-marks in this country, I secured the issuance of a proclamation forbidding the counterfeiting of the labels of this company or the use of their boxes for containing spurious goods." The Minister adds that the Japanese Minister to Corea has stated that his Government will protect in Corea trade-marks that are registered in Japan.

## FATALITY AT THE DOCKS.

An inquiry was held at the Magistrate's yesterday afternoon before Mr. H. H. J. Gompertz touching the death of Charles Frederick Richardson, an able seaman on board H.M.S. *Robin*, who was found dead in the Kowloon Docks on the 12th instant. Lieut. Commander Baughan, of the *Robin*, also sat on the Bench. Messrs. J. A. Woodgraves, John Heywood and I. S. Perry were empanelled as a jury. The first witness called was Dr. Macfarlane, officer in charge of the Mortuary at Kowloon, who made a post-mortem examination of the body. There was a small scalp wound at the back of the head which might have been caused by a fall or a blow. He found death was due to a stricture caused by drowning. The head timekeeper of the dock gave evidence as to the finding of the body in the dock in about four or five feet of water. The depositions of several seamen of the *Robin* went to prove the identification of the deceased, also that he was a member of a party of blue-jackets who went to render assistance on the occasion of the fire on the s.s. *Indravelli*. The dock in which he was found, he would have to pass on his return from the *Indravelli*. He did not appear to be under the influence of liquor, although he was slightly shaky on his legs. He was in his usual health and spirits. In summing up, the Coroner informed the jury that deceased had been fighting the fire on board the *Indravelli*. When this was suppressed he had presumably had a drink on board, possibly more than one. On his return to his ship, he had to pass through not very well lighted docks, and evidently fell into the dock in which he was found. The jury after short deliberation, returned a verdict of "Found drowned."

## BOWLING.

HONGKONG CLUB v. CLUB GERMANIA. The Bowling Competition between the Hongkong Club and Club Germania for the new Challenge Cup concluded last evening. England won by 620 points. Scores were as follows:—

England	Germany
E. H. Hinds ... 1457	F. Eberlein ... 1322
C. H. Gale ... 1241	C. Koch ... 1434
H. Hancock ... 1362	F. Nicolai ... 1190
I. Hooper ... 1443	E. Mueller ... 1348

Germany	England
A. Rombach ... 1490	F. Mulland ... 1264
E. Vollbrecht ... 1285	C. C. Grey ... 1505
A. Thiesen ... 1341	C. P. Chaff ... 1539
I. Thurn ... 1202	J. W. C. Bonner ... 1425

11,241

10,612

## TELEGRAMS.

[REUTER'S SERVICE.]

## THE LATE PRESIDENT KRUGER.

LONDON, 17th December. Ex-General Botha speaking at the late President's funeral urged his countrymen to carry out the late President's ideal of creating a great nation North of the Vaal, while remaining loyal to the new Government and promoting the unification of the white races. He read as a political testament, the late President's letter urging unity, with a view of rebuilding what had been overthrown. By the command of the King a battery fired a salute of 21 guns and the Imperial Government was represented.

## THE WAR.

[BY COURTESY OF THE JAPANESE CONSUL.]

## JAPAN'S WAR BUDGET.

Tokyo, 17th December.

On the 17th instant the House of Representatives unanimously voted the War Budget of Yen 780,000,000, as asked for by the Government, as extraordinary naval and military expenditure, and a Contingent Fund for 1905. Of the above amount Yen 209,000,000 will be paid out of the revenue for 1905, which is estimated to amount to Yen 388,000,000, including the receipt of Yen 74,000,000 from increased taxation and other sources of revenue. The balance of Yen 571,000,000 is to be obtained in the form of bonds and temporary loans, but of this sum Yen 120,000,000 is already covered by the loan recently raised abroad.

The House also passed the ordinary Budget for 1905 practically as presented by the Government, the reduction made in the expenditure being only a little over Yen 1,000,000.

(From Northern Papers.)

## AT PORT ARTHUR.

Tokyo, 13th December.

Casualties since last reported include fifteen officers killed and seventy-eight wounded.

## THE PREPARATIONS FOR WINTER.

Tokyo, 13th December.

The supply of winter clothes to the Japanese troops at the front is ideally complete, non-combatants being included.

## THE DISPOSITIONS OF THE DEFENDERS.

Tokyo, 13th December.

Since the capture of the 2½-metre hill, the localisation of the Russian troops on Talyang-kou, Itzshah, a d. A. A. A. is distinctly to be made out. The sailors were formerly used in the reserve, but they are now largely serving the Russian batteries, owing to the large number of casualties among the soldiers, who are now seemingly intended for the counter-attacks and charges.

The battleship *Sevastopol* is moored about three miles off the harbour mouth to the south-west of Mantoushan. Mantoushan is on the west side of the mouth of the harbour at Port Arthur.

## THE WEATHER AT PORT ARTHUR.

Tokyo, 13th December.

The weather has been bad at Port Arthur lately, with an occasional blizzard. There is reason to believe that further offensive installations have been made on 203-metre hill.

The bombardment was resumed on Monday morning on the New Town, and a conflagration ensued.

## COREA TRYING HER TROOPS—A DANGEROUS RESOLVE.

Tokyo, 13th December.

It is reported that the Korean Government has decided to despatch three battalions to Hamgyong province for the purpose of clearing it of Russians and realising the value of the national defences.

## THE ALLEGED LOSS OF THE "YASHIMA."

The story of the sinking of the battleship *Yashima* has again been revived by journalists of the long inaction at the front. The American papers subscribing to the Associated Press service contain a telegram, alleged to have its origin in Paris under date November 3rd, which runs as follows:—

"The Associated Press was put in a position to-day to state positively that its despatches from Chefoo, Port Arthur, and Tokyo last June to the effect that the Japanese battleship *Yashima* had been sunk by a mine off Dany, which despatches were denied by the Japanese authorities at the time, have finally been officially confirmed. The Japanese Government has notified foreign Governments of the loss of the ship. The number of men who went down with the vessel is not known, but it is believed to have been small. The official details show that the *Yashima* struck a Russian mine and later attempted to make Dany harbour, but this proved impossible and she sank in deep water.

This story is getting very antiquated. Why should the Japanese Government, having maintained secrecy regarding the loss of the battleship for four or five months, now find itself called upon to notify foreign Governments of the loss of the ship? And why is it that the news has only leaked out in Paris? In the face of it the statements are so absurd that it is surprising they should have passed muster even in the office of a news agency. It only remains to add that the vessel which was lost in June was reported by the Russians to be among those which took part in the naval battle on the sortie from Port Arthur of the 10th of August; and that Commander Osewa, who was present at that battle and on Admiral Togo's flagship the *Mikasa*, distinctly stated in a lecture subsequently delivered in Tokyo, that five Japanese battleships took part. As Japan has only five battleships all told, this must include the *Yashima*. It really is about time the story of the loss of the *Yashima* was decently buried, for it has an ancient and fish-like smell.—*Kobe Chronicle*.

## ROYAL HONGKONG YACHT CLUB.

—10—

FIFTH CLUB RACE.—18th DECEMBER. A beautiful bright winter's day, with a light breeze blowing from the N.E., was the state of the weather in the early morning, and it remained like this until just before the starting gun fired, when the wind shifted more to the southward.

The Championship class started off with booms over to starboard, and all got off very evenly except the *Dione*, which was working up to the line when the gun fired at 1 p.m. The south-easterly wind held until the four yachts entered Green Island, the *Aileen* keeping the lead; but beyond there, in the open channel, it was so-n that there would be, as is often the case, conflicting winds, each striving for the mastery, resulting in alternate patches of puffs and calms. The *Dione* and *Vernon* elected to go the north side of Green Island where a big patch of ruffled water could be seen; but the *Aileen* and *Elspeth* thought they could chest the tide better by going through the Sulphur Channel. The two latter on the whole did best. *Elspeth*, when under the *Aileen*'s lee, began by finding a streak of wind which took her quite a mile ahead, and at one time the *Aileen* was at the least the same distance ahead of the *Dione* and *Vernon*. On nearing the rock south of Kau-I-Chow the wind fell with the two leaders, and the *Dione* and *Vernon*, with a strong following puff, came up rapidly. The *Elspeth*, however, rounded first, *Aileen* second, and *Vernon* last. Coming back a nice fresh breeze was met, bringing along the other two elms, and it then became a steady beat back to the Police Pier. *Elspeth* and *Vernon* took a long tack to the north, and f-tched round Stonecutter's Island; *Dione* and *Aileen* took a tack towards the *Hygeia*, and afterwards the *Dione* went over to the Yaumati side. The *Aileen* hugged the Hongkong side too long, and met a strong tide in crossing through the Naval Anchorage to the finishing line. The race resulted as follows:—

Yacht.	H.	M.	S.
<i>Dione</i> ... ..	4	50	30
<i>Elspeth</i> ... ..	4	56	5
<i>Aileen</i> ... ..	5	4	25
<i>Vernon</i> ... ..	5	10	50

## ONE-DESIGN CLASS.

Four boats crossed the starting line at gun-fire. The *Colleen* got the best of the start, with *Mia* in close attendance. Running down to Green Island with many gybes, the one-design class got mixed up with the handicap class, which was following ten minutes later with a better wind. The rock south of Kau-I-Chow was rounded in the order:—*Kathleen*, *Bonito*, *Mia*, *Colleen*. On the beat homewards *Kathleen* and *Bonito* kept to the south of Kau-I-Chow, and the other two tacked round the north side. Here *Bonito* sailed into calm and was left entirely by the others. *Kathleen* worked up the Stonecutter's Island shore, and as it turned out, sailed the best course. *Colleen* went north of Stonecutter's and *Mia*, finally followed *Kathleen*. The result of the race was as follows:—

Yacht.	H.	M.	S.
<i>Kathleen</i> ... ..	5	32	10
<i>Mia</i> ... ..	5	35	40
<i>Colleen</i> ... ..	5	38	55
<i>Bonito</i> ... ..	5	55	54

## HANDICAP CLASS.

*Chanticleer* had some what the best of a rather ragged start, keeping the lead till the one-design class were overtaken laying in a flat calm. *Alannah* and *Doreen*, however, took a southerly course, going through the Sulphur Channel, where they kept the wind, rounding the rock considerably ahead of the rest of the boats. *Chanticleer* was the next round, and the remainder, with several one-design yachts, came round in a bunch, *Payne*, *Bonito*, and *Gloria* getting very much in each other's way. In the freshening breeze in the long beat back neither *Alannah* nor *Doreen* could be caught, and the yachts of this class finished as follows:—

Yacht.	H.	M.	S.	Corrected
<i>Alannah</i> ... ..	5	5	40	5 5 40 (1)
<i>Doreen</i> ... ..	5	36	3	5 27 3 (2)
<i>Chanticleer</i> ... ..	5	42	45	5 33 45 (3)
<i>Payne</i> ... ..	5	53	45	5 38 45
<i>Iris</i> ... ..	5	55	50	5 48 50
<i>Gloria</i> ... ..	5	55	52	5 48 53

## T.E.A.

Messrs. Wm. Jas and Hy. Thompson's Tea Circular states:—"There are no new features to record since our last; the demand for the lower grades continues on the basis of late rates, and as often happens, this has been followed by a weaker tone for good kinds, more especially teas with tip and style. The re-introduction of the 1s. 4d. canister, which was made possible some weeks ago, should by now be having some effect on consumption, and it may be noted that the Duty payments so far this month are fully equal to those for the same period last year. The statistics of American trade, published by Messrs. J. R. Montgomery and Co., are interesting as showing the heavy falling off in the imports from China and Japan to date—particularly of Green teas—and afford proof of the progress made by British growers, while, as we pointed out previously, they seem to indicate the increasing esteem in which Black tea is held among the American population, and the revival of trade there should see a considerably extended business.

Messrs. Walker, Lamb and Co.'s China Tea Market Report states:—"Public sales comprised 928 half-chests Black Leaf, 351 half-chests Red Leaf, 270 packages Olong, 199 boxes Scented Orange Pekoe, and 293 boxes Scented Cape First op Kenums were withdrawn from 10d. to 10d. An Ichang sold at 9d. per lb. Common Monings, Panyongs, and Saryungs were bid for up to 4d. to 5d. per lb. and one or two round 6d. per lb. all being under limits. The private market has not been at all active, and in the higher qualities, a very limited business is passing. Some shipping orders have been transacted in Monings from 4d. to 4½d. and 5d. to 5½d. per lb. There is only a small demand for the Home Trade, meantime holders are firm.

## SUPREME COURT.

Monday, 19th December.

## IN CRIMINAL JURISDICTION.

BEFORE SIR H. SPENCER BAKERLEY (CHIEF JUSTICE).

## A TRIAD PIRATE.

Chan Shing Hing was charged with demanding money from Fung Ki Fa, a Tai-O (Chinese village at the extreme west of Lantau Island) fisherman, on the 6th July last; (2) with, accompanied by others, making a riot under arms later on the same day; and (3) with unlawfully assembling with others to create a disturbance.

Hon. Mr. E. H. Sharp, K.C. (Attorney-General), instructed by Mr. F. B. L. Bowley (Crown Solicitor), prosecuted on behalf of the Crown.

The prisoner pleaded not guilty, and the following jury was empanelled:—Messrs. T. Banks, H. W. Fraser, W. A. Ward, I. Silbermann, G. M. Smith, H. N. Medy and F. A. Weng.

Fung Ki Fa, in giving evidence, said that at about 9 a.m. on the 6th of July last the prisoner, in the capacity of a Triad leader, along with two others, came to his boat and demanded \$10; blackmail. The prisoner and his gang belonged to Hok-lo (a district in Chinese territory outside the British New Territory). On the witness refusing to accede to the demand the defendant threatened to bring a gang of a hundred men and make him do so. He then left with the others, but returned at eleven o'clock accompanied by a gang of pirates who manned seven or eight boats. The boats were not able to cross the bar, although it was high water, so the pirates, after shouting threats that they would beat the present witness and break up his boat, landed a little distance away and approached the village along the shore. The witness and others pointed arms at them, and the attackers, after shouting out more threats, retired. The prisoner cried out to his comrades "Brethren, we cannot get across this deep water. We will go away, take tea, and come back at three o'clock, obb tide. We can then get across." The prisoner was armed with a revolver and knife. The police were informed in the meanwhile, and when the pirates returned four of them were arrested but the prisoner, the leader of the gang, escaped. The prisoner had levied small sums of blackmail from the witness on previous occasions.

In answer to the prisoner's question, "Am I not a fisherman?" witness replied "You are a vagabond and belong to the Triads."

Two other fishermen gave evidence, and P.-C. Henry Harding, sworn, deposed that on the 24th October last, on account of information received, he went to Shek Shan Village in Lantau Island accompanied by about fifty fishermen. The prisoner was found in a matched lying down under some boxes.

The jury, after the Chief Justice's summing up, returned a verdict of guilty. His Lordship sentenced the man to three years' hard labour and twenty-four strokes of the birch, within the first six months' incarceration.

## AN ABOMINABLE OFFENCE.

Chun Lum, a Chinese coolie, was charged with committing an indecent assault on a child. He pleaded not guilty, and the following jurors were empanelled:—Messrs. C. H. W. Kow, O. G. S. Mackie, M. J. Danenberg, H. L. Muhle, F. Gomes, R. Pestonjee and H. Suter. The prisoner was found guilty and sentenced to imprisonment for the term of his natural life.

## ATTEMPTED ARMED ROBBERY.

Ho Tak and Lok Wing were charged with having, on the evening of the 22nd of November, assaulted a woman, Chan Ho, with knives and with stealing gold rings from her; (2) with attempted armed robbery; (3) with assault, etc.

Mr. H. S. Calthrop, acting on behalf of the Attorney-General, prosecuted for the Crown. The prisoners pleaded not guilty and the following jurors were empanelled:—Messrs. G. M. Smith, J. Jolmstone, E. V. D. Parr, C. W. Smith, H. F. Chard, F. G. Allen and R. H. King.

The facts, briefly, from the evidence, were that after Chan Ho, the prosecutrix, had gone to bed she was roused by some men coming into her cubicle. One man was supposed to keep guard over her while the others ransacked the premises. The woman managed to rush over to the window and shout for help. This frightened the robbers, and they decamped. After they had gone the prosecutrix missed some gold rings. The two defendants, two of a gang of about five, were chased and arrested in the street.

When the first defendant was asked if he desired to put any questions to the second witness he said "We were the only two who went upstairs," and both prisoners thereupon admitted attempted robbery, but said they did not steal anything.

Mr. Calthrop signified that he was satisfied with the case, and the jury formally returned a verdict of guilty to the charge of attempted robbery.

His Lordship sentenced each of the prisoners to two years' hard labour.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. T. SERCONEN SMITH (PUNISH JUDGE).

## MA SHEUNG TONG v. LI-KAN-TAI.

The plaintiff, represented by Mr. O. D. Thomson, claimed altogether \$217.80 from the defendant. The defendant admitted paying \$130 out of the amount owing, and also admitted liability to the extent of a further \$80. Judgment was given for \$80 and costs.



## HAMBURG.

November 15th.

## GERMANY AND AMERICA.

The result of the elections in the United States last week which assures the continuance in office of President Roosevelt has caused general satisfaction here, and it is hoped in commercial circles that in spite of his Protectionist tendencies he may see his way to modifications in the present tariff favouring a further development of the trade between the two countries. The election of Mr. Parker, his opponent, would have produced a state of uncertainty detrimental to business, a view which is apparently shared in America, as a general boom there is now predicted.

## JAPANESE BALLOONS IN THE NORTH SEA?

The North Sea incident continues to engage the attention of the Press and the public. The *Hamburger Correspondent* publishes a letter received last week from a former officer in the German army, Lieutenant Eglert von Lohel, who is now serving with the Baltic fleet in the wireless telegraph department, corroborating in every particular the official report of the Russian admiral. The writer states that whilst lying off Skagen on Oct. 20 they were informed by a Russian merchantman, the *Baku*, coming from Sweden, of the presence of Japanese torpedo-boats which were lying concealed in some of the Norwegian fjords. Similar warnings were addressed to the admiral from other quarters as well. On nearing the Norwegian coast they observed two balloons which were evidently watching their movements. They were at the time formed in four divisions, the torpedo-boats leading the van far ahead and the *Kamchatka* bringing up the rear. On the night of the 22-23 Oct. [there is a mistake in the date here, as the British trawlers were fired upon in the night of 21-22 Oct.] the *Kamchatka* signalled by wireless telegraphy that she was being attacked by eight torpedo-boats. At one o'clock the *Sumarow* likewise sighted a torpedo-boat, but upon the searchlights being turned upon them, they all disappeared. After that ten smaller steamers with lights shut down were seen to approach, of which only one, on receiving the usual warning, showed her lights and moved off, whilst the others continued to accompany the Russian ships in two parallel lines. None of the crew were to be seen on deck, from which the writer concludes that the vessels were manned by Japanese who at the time were engaged below in preparing torpedoes and other missiles to be discharged as soon as a favourable opportunity offered; in fact he asserts that a torpedo was actually fired at the *Kamchatka*, but missed her. When the Russians opened fire they saw no fishing boats; they sank two of the steamers and severely mauled a third, the rest disappearing. If British trawlers were hit, it was much to be regretted, but could not be helped. As the fishermen admitted in their first account of the affair that they had noticed two torpedo-boats, of which one disappeared and the other waited until the morning, he repeats the argument of his chief that torpedo-boats must have been there, and that as their own were far ahead, they must have been Japanese ones.

One would feel inclined to give credence to the above account, if the torpedo-boats had been seen by others than the crews of the Russian squadron. The Norwegian Government denies that there have been any hiding in the fjords, and a Frenchman, Monsieur Victor Brien, declares in the *Journal* that having personally investigated the matter in Hull and elsewhere he has been unable to discover the slightest trace of them. Now torpedo-boats cannot vanish into thin air, so that considering the state of extreme nervousness manifested by the Russians according to all accounts whilst in Danish waters, one feels inclined to believe in a case of wholesale auto-suggestion. Such things have happened before; history tells us of armies on the point of being beaten, resuming courage at the supposed sight of St. George or some other saint rallying their broken ranks, and retrieving the day. Even in the present age visions of the Virgin Mary have been witnessed and sworn to by the entire population of villages in Roman Catholic countries. It is to be hoped that the Commission of Inquiry that is to meet shortly may clear up the mystery, but it is quite possible that the Russian Government may refuse to give effect to an adverse finding of the Board, and already Continental papers pretend to detect in Lord Lansdowne's remarks on the incident in his Mansion House speech last week indications of a desire to retire from the uncompromising position at first assumed by the British Government. The speech as a whole is commented on favourably.

ANGLO-GERMAN AMENITIES.  
But to turn to a pleasanter subject. The King's birthday was celebrated in this town by a dinner at the Uhlenhorster Fährhaus, to which about 140 members of the British community sat down. Our Consul-General, Sir William Ward, presiding. After giving the health of the Kaiser, as the head of the country we live in, he proposed that of King Edward, the toast called for loud and enthusiastic cheers, and a congratulatory telegram was despatched to His Majesty to which a gracious reply was received next day.

## HIBERNIA COLLIERY CO.

In the action of the Dresden Bank versus the Hibernia Colliery Company, judgment was delivered last week in favour of the defendants. I understand that a Bill is now being prepared to enable the Prussian Minister of Commerce to take over the shares now held by said bank. The Chambers of Commerce of the Lower Rhine and Westphalia, including those of Essen, Duisburg, Düsseldorf and others, have therupon presented a petition to both legislative bodies of the State, urging them to refuse their assent

to any measure aiming at the purchase of mining property by the Government in these provinces. They are convinced that the acquisition of the Hibernia Company must in the course of time lead to that of others, and that the concentration of the mining industry in the hands of the Government will be attended by most serious consequences from a political, as well as from an economic and a social point of view. It is a lengthy document entering into all particulars of the question and pointing out that, apart from the direct injury it would inflict on the mining industry, the entire control of the output of coal into the hands of the State would be highly detrimental to the manufacturing interest in general, to which the supply of fuel is of vital importance. The price of coal entering largely into the cost of production determines to a great extent the chances of competition with foreign industries at home and abroad. The Government would for fiscal reasons have to work the collieries on different lines from those adopted by companies and private owners, and being already in possession of the railways, would have entire control of the trade of the country.

## CANAL TRAFFIC.

It is feared in some quarters that the Imperial Government intends likewise to monopolize the tag service on the various canals, for the construction of which a Bill was submitted to the Reichstag during the last session, and is now again under discussion.

The River Elbe has once more attained its normal state, and the different steamship and tug companies have, to the great relief of all interested in the traffic, been able to resume their regular services.

## ATLANTIC WAR OVER.

The protracted struggle between the different Atlantic steamship companies has also been brought to a close. The following notice has been published: "The negotiations between the steamship companies and the Cunard Line have been concluded, subject to the approval of the Hungarian Government, in so far, that the Cunard Line will with regard to their Continental traffic join the association of Continental Steamship Companies and the association will be renewed. All war measures will be withdrawn from this day, and the Continental rates will be restored immediately."

## POLICE COURT.

Monday, 19th December.

BEFORE MR. H. H. J. GOMPERTZ (FIRST POLICE MAGISTRATE).

## AN ARMED SOLDIER.

A soldier was charged with b-having in a disorderly manner in Wellington Street on Saturday night, also with having in his possession a Japanese sword-stick without the permission of the Captain Superintendent of Police. The gallant, accompanied by two others, entered a Chinese restaurant in Wellington Street and ordered food. Having finished the meal, he was asked for payment. This he refused, and when the proprietor demanded it, he drew his sword and flourished it in a threatening manner. On the first charge he was fined \$5, and on the second \$25. He was further bound over in the sum of \$100, personal security, to keep the peace for six months.

## TRESPASS ON POLICE PREMISES.

Four seamen belonging to the s.s. *Incent* were charged with trespassing on premises under the control of the Captain Superintendent of Police, behaving in a disorderly manner, and assaulting a Chinaman. The defendants entered the kitchen of Sergeant Kent's quarters and demanded drink from the boy. He refused to supply them, whereupon one of the defendants struck him. On the first charge the defendants were cautioned; on the second the first, second, and third defendants were each fined \$10, in default 14 days' imprisonment; on the third, the first and second defendants were sentenced to seven days' hard labour in default of paying a fine of \$5 each, while the fourth defendant was discharged.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

## STONING A POLICEMAN.

A Chinese hawker was proceeded against for selling his wares within the limits of the Western Market, also with behaving in a riotous and disorderly manner, in that he did stone an Indian constable while in the execution of his duties. On the constable going to arrest the defendant he ran away. The constable gave chase, and the hawker, picking up a brick, hurled it at his pursuer, just missing his head. On the first charge a fine of \$2 was inflicted; in default six days' imprisonment. The defendant was ordered to pay \$50 on the second charge, in default 28 days, and in lieu of one day of the said imprisonment, public exposure for six hours in the stocks.

## LARCENY.

A coolie who was engaged carrying flour from Kowloon to the Indian barracks at Lynton, breached the cargo and pilfered one bag. He has now entered on a term of 21 days' hard labour.

## LARGE GAMBLING CONCERN.

Thirteen men and one woman, all Chinese, were charged with keeping an agency in connection with the Luk Wai Lottery at Canton. The work in connection with the lottery was carried out at four houses in the central district, one of the places being a printing establishment where tickets, posters, etc. were printed. The case was remanded till Tuesday next.

PAWN-BROKERS' ALLEGED BREACH OF TRUST.  
In this case Cheung Kwong Yung proceeded against the Wing Cheung Pawnbrokers, for leasing, stealing or otherwise disposing of his diamond ring. The case was fully reported in a previous issue. His Worship, in delivering judgment, found that the defendants had disposed of the ring, and ordered them to pay \$300 compensation, less interest and money advanced, which left a balance of \$42 odd.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 19th at 11.30 a.m. The barometer has risen slightly in Japan and fallen moderately in China.

Gradients are still rather steep upon all the coasts of China but are becoming less so. Fresh N.E. monsoon may be expected in the Formosa Channel and fresh to strong monsoon in the northern part of the China Sea.

Forecast:—Fresh to strong N.E. winds, fine.

## HONGKONG NAVY LEAGUE.

The annual meeting of members and associates of the Hongkong Branch of the Navy League was held in the old Chamber of Commerce room at the City Hall last evening. There were present Mr. H. E. Pollock, K.C. (President), the Hon. Gresham Stewart, Col. Western, and Messrs. G. Piercy, C. Mooney, C. B. Hayward, E. W. Mitchell, R. C. Wilcox, D. Layton, T. P. Cochrane, Lo Cheung Ip, D. R. Law, W. E. Claret, N. Mumford, W. H. T. Davies, S. A. Joseph, M. J. Stahl, A. Eabington, P. C. Potts and A. R. Lowe (Secretary).

## REPORT AND STATEMENT OF ACCOUNT.

In moving the adoption of the report the President said:—The report and statement have been in your hands for some time past. As you will have seen from that report, it is nearly two years since I last had the pleasure of addressing you. As you will ascertain from the report, there has been a considerable change in the officers of the League during the past year and eleven months. I am sorry there are not more members and associates present here this afternoon, but perhaps—I hope it is so—that may be taken as a sign that the members and associates are satisfied with the manner in which the business of the League has been conducted since we last held a general meeting. My experience in Hongkong is, that a full and crowded meeting is a sure sign that some disturbance is going to occur, or that some points are to be brought forward. I should like to say a few words on matters of importance in connection with the branch. As stated in paragraph three of the report, the shooting continues to be on a high level in the China fleet, and I understand the *Ocean* in particular has made very good firing.

[The speaker here read an extract from the *Naval and Military Record* of the 10th November last, wherein was given an account of the firing, under most difficult conditions, and as similar to the nature of firing in case of actual warfare as practices would allow, of H.M. ships *Glory*, *Albatross*, *Ocean*, *Vengeance* and *Centurion*.] On the whole, the report speaks of the very great progress made, and I think it is a most satisfactory account of the practice which was held on the 21st September last by the Commander-in-Chief, Admiral Noel. Our report deals also with the visit to the Far East of the Navy League Envoy, Mr. H. F. Wyatt. In his lecture at the City Hall, our late Governor, Sir Henry Blake, took the chair. I refer to that fact in particular, because an erroneous impression has got about in this Colony that the Navy League are in some way opposed to the Governor and the Government of the Colony, and it is not right for an officer of the Civil Service to belong to it.

Sir Henry Blake's presence at Mr. Wyatt's lecture ought to have disposed of that idea. I hope that in future we shall have more support from the large Civil Service of this Colony, also from the Naval and Military services. The Navy League, so far from being opposed to the Government, has as its primary object the support of the Government on every possible occasion, because, we feel with the late Lord Salisbury, that the defence of the nation is the business of the people. Nobody could accuse Lord Salisbury of being an enthusiast, or of in any way desiring to curtail favour the popular vote. On the 9th May 1900 he said that national defence was the business of the people and not of the Government, and if we consider the British Constitution we must say that the words of Lord Salisbury are very well founded indeed. It is quite obvious that taxation is essential for defence, and this comes out of the people. If their support cannot be secured for expensive measures in preparation for the possibility of war, it is quite obvious that the Naval and Military services must go down, and with them the prestige and credit of the British Empire must suffer. As I said before, it is for us to strive by every possible means to educate the general body of people, and induce them to give their support. And if Lord Salisbury expressed this opinion in 1900, how much more danger is there now since seeing the large sums expended in the South African War. Those who have studied the course of events at home, must have noticed that party amongst whom is Winston Churchill, whose watchword will be that of economy; and no doubt that party will complain that we are spending too much on Naval and Military preparations. The Navy League's object is to show that that party is mistaken, and to demonstrate that what we pay for preparations is only the insurance we pay for protection of our interests, and to be divided we get out of the money is to be found in the security we get, without which the British Empire would very soon begin to go down (applause). I would ask you to bear in mind that not only would unpreparedness for war, suddenly coming upon us, cause very great damage to our prestige and material prosperity, but, if unfortunately the danger of war should ultimately arrive, it is a well known fact that preparations which have to be made hurriedly at the last moment are the most expensive comparatively, and extremely uneconomical (applause). Gentlemen, I would therefore urge that it is incumbent upon us in this Colony to join the Navy League in large numbers, and I think that it is unsatisfactory that out of some 1,200 or more British and other members of this community exclusive of the service, we should only be able to have 285 members and 35 associates. I think it is very necessary that we should in this far Eastern Colony, dependent as we are upon everything; upon our prosperity for security of our maritime community, that we should join in great numbers the Hongkong branch of the Navy League. I feel sure we shall

find a great number joining here and giving their support to the League. We should remember that the support which is recorded by British residents in this Colony to this branch of the League serves to encourage the executive of the head office of the Navy League in London, and shows that Hongkong are heart and soul with them to put the defences of the empire on a sound and safe footing. As is well known to you, the subscription to this branch of the League is a very trifling one. There is no entrance fee; the subscription is only \$5 a year for members, and for associates \$2. Therefore nobody can say they cannot afford to join this branch. [Showing that the head office of the League appreciated the work done by the local branch, the speaker read a short extract from head office which congratulated the committee of the local branch on having assisted them in the past in the manner they had done. It not only thanked the branch for its valuable assistance, but for the example it has set for years past which has had great effect in stimulating the energies of the people in Shanghai.] In connection with the Shanghai Branch, I was speaking to a member of the committee only a few weeks ago, and I can tell you that that branch is showing very great activity indeed, and I hope the Hongkong branch will not allow themselves to be left behind (Applause). We have had sent out recently from home 100 copies of the British Navy post and present, and 300 Navy League maps. The committee propose to distribute the 100 copies amongst the Schools of the Colony, because it is considered that the education of youth with regard to the Navy is of great importance. The manuals they propose to distribute amongst members, and associates. The authorities here have decided to put seven or eight of the sloops and gunboats into reserve, and I believe the object of doing that is to obtain crews for torpedo-boat destroyers coming out here. That will no doubt be an important addition to the fighting fleet, and as such has the hearty approval of your committee. At the same time the committee have thought it right to inform the head office of the very useful work which has been performed by gunboats out here in the Far East in time past. There can be no doubt that these gunboats have on various occasions, when disturbances have arisen, been of very great assistance in affording protection to foreign residents in China, and in keeping up the prestige of the British name in places where otherwise Great Britain might not have made any showing at all (applause).

Mr. DAVIES, in seconding the motion for the adoption of the report, on behalf of absent members thanked the President and committee for the work done by them in connection with the League. The motion was carried.

## ELECTION OF COMMITTEE.

Mr. MUMFORD moved that the retiring members of committee be re-elected with the exception of Messrs. Wilcox and Law who wished to resign as they were leaving the Colony, the former permanently and the latter temporarily, also that Mr. Cruickshank, of Messrs. Jardine, Matheson and Company, be elected a member. Mr. JOSEPH seconded the motion, which was agreed to.

A vote of thanks to the Chairman concluded the meeting.

## VOLUNTEER PRESENTATION.

FAREWELL TO SERGT. BARTOLOME (DRILL INSTRUCTOR).  
The officers, non-commissioned officers and men of the left half of No. 2 Co., H.K.V.A., last evening bade farewell to Sgt. Bartolome, R.G.A., their drill instructor who leaves for home this morning.

Capt. SKINNER, H.K.V.A., in presenting Sgt. Bartolome with a solid silver tea service on behalf of the half company, said that he had invited him to meet them in order to wish Mrs. Bartolome and himself a pleasant voyage and other good wishes. During their year he had been associated with the left half of No. 2 Co. he had made himself popular with both officers and men, owing to the efficient manner and patience he had shown in conducting his duties. He had furthermore endeared himself to them all by his sterling qualities as a man, and they were grateful to him because he had always taken such an interest in instructing them individually, old hands and recruits. They deeply regretted losing him. The token might perchance bring back to him memory of the days he spent in Hongkong (Applause).

Major PRITCHARD, in a short speech, commented on the excellent progress the left half of No. 2 Co. had made under the efficient instruction of Sgt. Bartolome (Applause).  
Sgt. BARTOLOME, abashed by so much praise, in a mainly speech replied that he had done no more than his duty. He was very pleased, certainly, with the progress the left half of No. 2 Co. had made. The men had been very attentive at their drills.

## LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* arrived at Shanghai at 5.30 p.m. on Saturday, the 17th inst., and left again at 4.30 a.m. on Sunday for Hongkong, where she is due to arrive at noon to-day.

The C.P.R. steamer *Empress of Japan* arrived at Nagasaki at 9 a.m. Monday, the 19th inst., and left again at 5 p.m. same day for Kobe, where she is due to arrive at 9 a.m. to-day.

The P.M. steamer *Manchuria*, with mails, &c., left Shanghai for this port on the evening of the 18th inst., and is due here on the morning of the 22nd inst.

The P.M. steamer *Mongolia*, with mails, &c., which left hence Nov. 19th for San Francisco via Shanghai, &c., arrived at her destination on the 16th inst.

The P. & O. steamer *Java* left Singapore for this port on the 17th inst. at 5 p.m.

## XMAS CARDS.

## LONG HING &amp; CO.

PHOTO GOODS STORE,

17, QUEEN'S ROAD

(SAME PREMISES AS MESSRS. AN CHEE).

Hongkong, 28th November, 1904.

## THE COALING OF THE RUSSIAN FLEET.

The following letter appeared in the *Times*. Sir.—The answer of the Foreign Office to Messrs. Woods, Tylor, and Brown, in the *Times* (November 5), "that it is not permissible for British owners to charter vessels for such a purpose as following the Russian fleet with coal supplies," ought to have taken the shape of an order, and not to have been delayed until it was dragged out of the Government by the patriotic question of a private firm. It ought to have been issued early in the year before arrangements had been made for coaling the Russian fleet, and isolated cruisers, directly through Russian agents and indirectly through the Hamburg-American line, in which the German Emperor takes so deep an interest. Those arrangements have been, for the last nine months, public property. Since January last considerably more than one million tons of Welsh steam (Admiralty and non-Admiralty) coal has been shipped for Russia and Japan, up to October 24 last—an amount about equal to the 1,000,000 tons estimated by the Director of Admiralty Contracts as the demands of the British Navy for 1903-04. The Foreign Office, after one year's supply for our Navy has been lost to the nation out of our limited stores of Welsh coal, now tells British shippers that "it is not permissible" for them to supply the Russian fleet with a fuel which is as truly contraband of war as cordite. We should like to know what is meant by "not permissible"? Is it an order to be enforced by penalties, or is it merely a regulation which may be broken with impunity? If it be the latter, it is worse than useless. If it be the former, does it apply to the ships already chartered with British coal for Russia? Does it apply also to those chartered for Japan?

There are other points also to be considered. If the British shippers are not allowed to carry coal for the Russian fleet, are Russian agents and the German shippers, acting for Russia, free to ship in our ports, in their own and in British and other steamers which they have hired for this very purpose?

The scale on which the coaling of the Russian fleet is now going on, from South Wales is shown by the fact that, during September and October, not less than 280,000 tons either had been or were being shipped for Russia, to Las Palmas, Tenerife, the Canaries, &c., from the ports of Barry, Cardiff, and Newport. The list of the steamers engaged in this "non-permissible" enterprise shows that it is being carried on mainly by Germans. The 55 steamers engaged in it (the *Cardiff Journal* of October 24) belong to the following nationalities:—German, 36; British, 13; Norwegian, two; Russian, one; Danish, one; Italian, one; query, one—total, 55.

If the Government has no power to prevent the shipment by foreign steamers, the only effect of the ordinance of the Foreign Office will be to hand over cargoes, which otherwise would go to British ships, to our foreign trade rivals, and especially to Germany. If the Government has power to stop the supply of this contraband of war to the belligerents, it should lose no time in taking effective steps. If not, the decision of Parliament should be taken as soon as possible on a matter that is of vital interest to the nation—the depletion of the store of fuel, necessary for our Navy, if we are to continue to hold the mastery of the sea.

W. BOYD DAWKINS.  
The Athenaeum Club, Pall-mall, Nov. 9.

## OVERGUNNED SHIPS.

ALARMING INCIDENT ON H.M.S. "KING EDWARD VII."  
The gun trials of the new battleship *King Edward VII.*, which were carried out last month, were not entirely satisfactory.

They confirmed the opinion which has been steadily growing in naval circles that there is a tendency to overgun our latest battleships, and the trial may exercise an important modifying influence upon naval design.

The practices were carried out under the supervision of Captain Percy Scott, and Commander V. B. Molteno, of the *Excellent* School of Gunnery.

The main barbette guns were fired with satisfactory results, but when the after-most 9.2 in. guns were discharged the quarter-deck buckled to the extent of some three inches, and the interiors of the cabins immediately beneath the casemates were completely wrecked.

Commander Molteno was so severely stunned by the effects of the concussion that for upwards of a quarter of an hour he remained speechless and helpless.

It is quite certain the *King Edward VII.* would not be able to fight her after 9.2 in. guns in action.

An important naval change was announced. After November 1st British warships will commission for two years instead of three years. This will prevent the accumulation of repair work, and enable the ships to be kept constantly in the most efficient condition.—*Express*.

## CHURCHES AT WEIHAIWEI.

The China Squadron correspondent of the *Naval and Military Record* writes from Weihaiwei as follows:—

Both Churchmen and Nonconformists are busily engaged in the work of church-building. By the aid of voluntary subscriptions the Nonconformists have succeeded in building a 'Union Church' and the seats and interior fittings generally were made for the most part by the mechanics in the squadron connected with their denomination.

Every evening goodly numbers of men of various ratings were to be seen giving up their leisure time to this work, and the result of their voluntary labours was highly creditable. The church was opened on Thursday afternoon for the first time, and three-fourths of the congregation consisted of bluejackets. A movement has been started this week to procure funds for the building of a place of worship for those connected with the Established Church. All the chaplains in the squadron are cordially co-operating, and the scheme has the approval and backing of the Commander-in-Chief and the Commissioner of Weihaiwei. On Tuesday, the 27th, a concert on behalf of the building fund was given in the Queen's Hall, and the Commander-in-Chief and most of the officers of the squadron were present. As the charge of admission was two dollars (2s. 6d.) each, a substantial sum was raised, and there is little doubt that the movement will be carried to a successful issue.

TRADE MARK.

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## THREE SUCCESSFUL WHISKIES.

## CLUB

PER DOZEN ... .. \$15.00

## KING EDWARD VII. SPECIAL.

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VERY OLD LIQUEUR.

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## ROBINSON PIANO Co. LD.

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## PRESENTS.

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## NEW SINGING MACHINES.

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BEST SINGERS AND BANDS.

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## BECHSTEIN

## ROYAL PIANOS

AND THE BEST MAKERS OF

EUROPE.

OUR OWN MAKE

\$400 TO \$550.

## CASH OR CREDIT SYSTEM.

Hongkong, 9th December, 1904. [2150]

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Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

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81, Queen's Road Central.

Hongkong, 19th October, 1904.







# HAVE YOU THOUGHT OF YOUR XMAS DINNER?

## AND WHAT ABOUT THE WINES?

REMEMBER THAT WE ONLY STOCK THE  
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(OPPOSITE POST OFFICE)

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Apply to—  
SECRETARY,  
A. S. Watson & Co., Limited.  
Hongkong, 10th December, 1904.

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A SUITE OF TWO ROOMS, on the  
Ground Floor, of the Annex, suitable for  
Offices. For particulars apply to the undersigned.  
C. H. GRACE,  
Secretary.  
Hongkong, 4th June, 1904.

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BUNGALOW (Furnished), at New Terri-  
tory, Kowloon, 4 Rooms, low rental.  
Apply to—  
Linstead & Davis.  
Hongkong, 12th December, 1904.

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MENT AND AGENCY CO., LD.  
Hongkong, 28th March, 1904.

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A HOUSE in WONG-NEI-CHONG  
ROAD, facing Race-course.  
FLATS in MORTON TERRACE, facing the  
Polo Ground.  
OFFICES in course of erection, CONNAUGHT  
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GODOWNS; PRATA EAST.  
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ONE LARGE GODOWN, No. 112A, Praya  
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Possession from 1st January, 1905.  
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King Edward Hotel.  
Hongkong, 25th December, 1904.

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JARDINE, MATHESON & CO.  
Hongkong, 20th November, 1904.

TO LET

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Hongkong, 22nd November, 1904.

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A EUROPEAN HOUSE, No. 158, Praya  
East, Four Rooms and Kitchen, Serv-  
ants' Quarters, Bathrooms, Hot and Cold  
Water, Good Sea View.

Apply to—  
JARDINE, MATHESON & CO.,  
Hongkong, 8th August, 1904.

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THREE FIRST-CLASS SHOPS,  
European Style, in Kowloon. Posses-  
sion on or about 31st August, 1905. Moderate  
Rentals.

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Hongkong, 21st June, 1904.

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OFFICE ROOMS at Nos. 12 & 14, Queen's  
Road Central (Corner House), 1st & 2nd  
GODOWNS at Back. Can be let separately  
or wholly. Rent moderate, cheaper if the whole  
is taken on a long lease.  
Apply to—  
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12 & 14, Queen's Road Central.  
Hongkong, 6th December, 1904.

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NOS. 19 & 21, SEYMOUR ROAD.

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GODOWNS Nos. 31A, 31B, 34C, Praya East  
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Hongkong, 1st December, 1904.

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HIRANO WATER.

THE QUEEN OF TABLE WATERS.  
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THE LEADING MINERAL WATER OF THE EAST  
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BEWARE OF JAPANESE IMITATIONS.

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Hongkong, 31st July, 1904.

DAVID CORSAIR & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TAKPAULING  
ARNHOLD, KARBURG & CO.  
Sole Agents.

THE AMERICAN SYSTEM  
OF  
DENTISTRY

DR. M. H. CHAUN,  
37, DES VOUX ROAD CENTRAL, HONGKONG,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 3rd June, 1904.

### INTERESTING SHIPPING CASE AT SHANGHAI.

The following report of a case heard at  
Shanghai on the 14th inst. appears in the N. C.  
Daily News:—Alfred Longstaff and William  
Tait, mate and chief engineer respectively of  
the s.s. *Nigretta*, were summoned for refusing to  
obey the lawful commands of the master, Samuel  
Harrison, at Shanghai on the 14th December.  
Samuel Harrison, master of the s.s. *Nigretta*,  
said that Alfred Longstaff was on his articles  
as mate and William Tait as chief engineer,  
(Article 1 produced). The defendants had refused  
to accompany the vessel to Vladivostok.  
Otherwise they had done their duty properly  
and as usual. The second mate, second and  
third engineers, cook and steward, boats-  
wain and carpenter, and one ordinary sea-  
man had also refused to proceed. They were  
the only Europeans in the ship. The other  
men had agreed to abide by the decision in  
the case of the men summoned. The articles  
were signed on the 16th December 1903. The  
shipowners were Messrs. Allan & Co. of New-  
castle-on-Tyne. The ship was now chartered  
by Messrs. Moller Bros. as agents for Mr.  
Sorebrenk. The charter was for two months  
with the option of a third. The cargo to be  
carried to Vladivostok was kerosene oil in  
casks and absolutely nothing else as far as  
complaintant knew. The ship was loaded, and  
he believed that there was nothing in the ship  
except the oil. The ship was not carrying any  
mills or passengers. The ship was not in any  
way engaged in the service of either of the two  
belligerents. Complaintant had never heard of  
any notification of a blockade of Vladivostok  
and had received no notice of any.

Cross-examined—Complaintant first heard that  
war had broken out while he was at Singapore or  
Colombo; he could not remember which. It was  
about the 2nd of March. The ship called at Singa-  
pore for orders. Complaintant first informed the  
defendants that the ship was proceeding to  
Vladivostok on arrival at Shanghai on the 8th  
inst. They then declined to go, at which time  
considered there was an extra risk which they  
refused to take. Complaintant informed that  
the existence of mechanical mines in the neigh-  
bourhood of the harbour was the cause of the  
objection. No other reason was given, but  
they mentioned the possibility of capture by  
the Japanese, though that did not weigh with  
them so much as the mines. It was also  
mentioned that Vladivostok might be bom-  
barded; in fact all the circumstances that  
probably could be enumerated were enumerated.  
Complaintant had followed the sea for forty-one  
years. He could not express an opinion as to  
whether the articles contained an obligation to  
proceed to Vladivostok under the circum-  
stances.

His Worship pointed out that complaintant  
could not relieve him (the magistrate) of his  
duties.

Complaintant thought it probable he could  
supply the places of these men in Shanghai.  
He desired to protect himself by these proceed-  
ings and he wanted to get to Vladivostok.  
He had no other complaint against these men.

Mr. Browett, for defendants, stated that the  
only question raised was whether under the  
circumstances the master's order was a lawful  
one, or to be necessarily obeyed in accordance  
with the articles.

Defendant Alfred Longstaff, first officer of  
the *Nigretta*, said he had signed on the ship's  
articles, as first heard of the outbreak of war  
on arriving at Colombo. Last Thursday com-  
plaintant told defendant that the ship was going  
to Vladivostok and he (defendant) replied that  
he declined to go. His reason given was that  
the place was laid over with uncharted mines.  
He also said that a Japanese squadron might  
bombard the place at any time while they were  
inside; also he referred to the danger of cap-  
ture by the Japanese. Defendant considered  
it against his personal safety to agree to go  
there. None of these risks were contemplated  
by him when he signed on the ship's articles.

By the Court—The articles were for three  
years or until the return of the ship to the  
United Kingdom. He had not considered,  
before signing the articles, the extreme likeli-  
hood of a naval war breaking out before they  
expired. The cargo was supposed to be  
petroleum oil, but he would not like to say what  
the cases might contain. He had seen kerosene  
oil running out of some of them. The Japanese  
Consul here had told defendant that oil might  
be conditional or unconditional contraband  
and that a vessel conveying it, if seized, would  
probably be taken to Sasebo for decision by the  
military authorities. It did not matter what  
might appear on the bills of lading.

His Worship—Which do you consider the  
more perilous occupation, going crawling into  
Vladivostok among a lot of mine or voyaging  
in the North Sea with the Baltic Fleet about?

Defendant—I don't know, Sir, about the  
same risk. (Laughter).

Defendant, William Tait, without being  
sworn, said he took up exactly the same position  
as Mr. Longstaff.

In reply to his Worship, Mr. Browett said  
he had no knowledge of a blockade of Vladivos-  
tok, nor did he raise that point. In regard to  
whether kerosene might be deemed contraband  
or otherwise he presumed a distinction would  
be drawn between oil for the use of the in-  
habitants of the country and oil for the use of  
troops. That rested for proof with the ultimate  
consignees of the cargo.

His Worship—Who are the consignees?

Complaintant was not able to say.  
Mr. Longstaff said a Mr. Hermann was the  
consignee at Vladivostok and a Mr. Giffordski,  
or some such name, at Harbin.

Mr. Browett observed that both places were,  
in common knowledge, almost entirely occupied  
by troops.

His Worship pointed out that kerosene oil  
was not mentioned in the list of articles under  
conditional contraband in the Japanese  
proclamation.

Mr. Browett remarked that oil would be very  
useful for lighting purposes at Vladivostok  
particularly at this time of year.

Defendant Longstaff, re-called, said he was a  
married man with two children.

Defendant Tait, sworn, said he was a married  
man, but without children.

Complaintant, replying to his Worship, said  
he could not give the latitude of Vladivostok  
without reference to the chart, but it was  
certainly within the articles.

Mr. Browett submitted that defendants were  
perfectly justified in refusing to proceed to  
Vladivostok under the circumstances. It was  
a matter of common knowledge that the  
Russians were not particular as to where they  
laid their mines, or where they left them, or  
where they allowed them to wander. Therefore  
it was not only a question of being piloted  
through a channel between mines, but a steam-  
er going to Vladivostok ran very consider-  
able risks, as it might at any time come  
in contact with a mine whose location  
was unknown to the pilots. Again sup-  
posing the ship got inside there might  
come a bombardment, or a blockade at any time.  
Mr. Browett referred his Worship to the  
decision of Lord Kenyon in the case of *Linland*  
v. Stephens, reported in 3 Espinasse, p. 269, as  
supporting his contention that the summonses  
should be dismissed.

His Worship proposed to give a decision in  
writing next morning at 10 a.m.

Complaintant—Then I shall be unable to get  
away for another day.

His Worship—Why?

Complaintant—To come here first and pay off  
these men and take on a fresh crew will make  
it too late.

His Worship—It is not yet settled you will  
have to pay them off.

Complaintant—But in case I do.

Judgment was as follows:—

This is a summons taken out against Alfred  
Longstaff, chief officer of the s.s. *Nigretta*, and  
against William Tait, chief engineer of the same  
ship, charging them for that they have been  
guilty of wilful disobedience to the lawful  
commands of the master, Samuel Harrison,  
captain of the s.s. 225, sub-section, (b) of the  
Merchant Shipping Act, 1894.

The defence raised is that the command  
consists of an order to proceed to sea with a  
cargo of kerosene oil for Vladivostok, a port  
at present in the occupation of the Russians,  
now at war with Japan; that in going to that  
port the crew will incur dangers other than  
those which they are required to incur under  
their articles of agreement and the condi-  
tions of their service, and that consequently the  
command of the Captain is not a lawful com-  
mand within the meaning of the said section.

The dangers which the defendants allege  
they will incur are: (1) damage from mines  
protecting Vladivostok, (2) damage from the  
possibility of the place being bombarded after  
they get there, (3) risk that the ship may be  
taken into Sasebo by the Japanese for investi-  
gation as to the nature and destination of  
her cargo.

Now there is no question but that Vladivos-  
tok is within the degrees of latitude within  
which these men have contracted under their  
articles to serve, and it is not contended for  
the defence that Vladivostok is blockaded or that  
the ship is engaged in any "unneutral service"  
on behalf of either belligerent. With regard to  
the question as to whether or no this ship is  
carrying contraband of war it has only been  
contended that the cargo is of such a nature  
that there is a risk that the Japanese may  
require to take the ship into Sasebo for investi-  
gation. In this connection it may be well to  
mention that Sasebo is within the latitudes  
within which these men have agreed to serve.

From the list of articles declared to be  
contraband it does not appear that kerosene is con-  
fiscated, and there is nothing before me to  
lead me to suppose that this ship runs any  
special risk of capture beyond the risk run  
by any ship sailing for a belligerent destination.  
I may point out that in time of war every

neutral ship on the high sea has to submit to  
the exercise of the right of search, and experi-  
ence has shown that this right is not always  
exercised without risk to the neutral ship.

I am of opinion that under the circumstances  
before me, the command of the master is a law-  
ful command. It is obvious that the outbreak  
of any big naval war is likely to cause additional  
perils to peaceful merchant shipping, and those  
perils have been increased by the range of  
modern weapons and the employment of mines,  
etc., but I know of no authority for any general  
proposition that the outbreak of war alone, and  
the perils consequent thereon, modifies the  
agreements of crews of such peaceful merchant-  
men. There is authority for the proposition  
that a man is not excused from carrying out  
his contract by reason of the fact that difficulties  
and dangers have arisen before the contract is  
completed which were not foreseen or contem-  
plated at the time of the making thereof.

In proceeding to Vladivostok the Captain  
is prima facie doing nothing which a peaceful  
trader is not entitled to do unmolested by either  
belligerent, and I cannot excuse the men from  
the obligations required of them by their articles  
on the ground of the perils which they have  
alleged may possibly exist in such performance.

Under the circumstances I shall only impose  
a fine of one day's pay on each of the defendants,  
but should they continue to refuse to obey the  
Captain will be entitled to bring them again  
before me under sub-section (c) of the same section  
of the Act when they will run the risk of  
undergoing a term of imprisonment.

J. C. E. DOUGLAS,  
Police Magistrate.

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FOR WHOLESALE CASK OF

ABOUT 450 LBS. NET

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PER LITRE.

Known all over the World as a thoroughly

effective preservative of Wood against White Ants

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Number of Testimonials from Authorities as

well as from Private Customers.

LUTGENS, EINSTAMANN & CO

Sole Agents for China.

Hongkong, 19th July, 1904.

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THE CIGARETTES OF THE

FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.

ALEXANDRIA & CAIRO, EGYPT.

FINEST EGYPTIAN CIGARETTES.

TRADE MARK.

LOTUS.

Large Size \$5.00 per 100

Gold Tippee Medium Size

\$3.75 per 100

ZAFAR.

Large Size \$4.60 per 100

Medium Size \$4.20

KARIM.

Large Size \$3.75 per 100

Medium Size \$3.50

YAHBIT.

Large Size \$3.00 per 100

Medium \$2.75 per 100

SOLE AGENTS FOR HONGKONG:

KRUSE & CO., CONNAUGHT HOUSE.

### THE LIVER IS A GOOD FRIEND, BUT A BAD ENEMY.

The liver is a large and powerful organ,  
composed of a great multitude of blood-vessels,  
nerves, absorbents, and bile channels, held  
together by a reddish-brown substance. The  
liver's great work is to supply the bile, which  
helps to prepare our food for converting into  
rich, life-giving blood.

But when the liver becomes sluggish, there  
is not enough bile made to digest the food, and  
the blood becomes starved—thin, pale, and  
without nourishment, and at the same time the  
food ferments, giving off bad gases which cause  
flatulency, headache, and foul breath. The  
bowels become clogged, and constipation begins.

How to tell whether you have Liver Trouble.  
—One of the first signs of sluggish liver is a  
feeling of weariness and despondency (due to  
the impure blood stupefying the brain, and  
failing to nourish the body). The complexion  
will be yellow, and the eyes heavy; there will be  
wind in the stomach, variable appetite, palpitation  
of the heart, and bad taste in the mouth.

Liver trouble should always have prompt  
treatment; and in its early stages, careful  
dieting, in conjunction with a thorough course  
of Doan's Dinner Pills, will effect a cure. But  
if neglected, enlargement of the liver may  
result, and the action of the organ may be  
ruined; there will be dyspepsia, anemia, and  
perhaps skin disease. The muscles that drive  
out the poisonous waste will be numbed, and  
there will be constipation. Doan's Dinner Pills  
are the great liver corrective; their action is  
mild but reliable; they give a healthy stimulus  
to the liver, so that sufficient bile is produced to  
digest the food and ease the passage of waste.



## SHIPPING.

**ARRIVALS.**  
 ACME, American 4-m. ship, 2,937, McCallan, 19th Dec., Kobe 9th Dec., General—Standard Oil Co.  
 CALADO, U.S. gunboat, 18th December, from Canton.  
 DERAZONK, Norwegian str., 1,496, Olaf Tschering, 18th Dec., Haiphong 18th Dec., Rice—A. R. Marty.  
 FERNBERG, British str., 2,444, Fisher, 18th Dec., Batumi via Colombo 14th Nov., Petroleum—Doddwell & Co.  
 IKHAI, British str., 3,415, Robertson, 19th Dec., Chinsan 13th Dec., Nil—Gibb, Livingston & Co.  
 KOKAI, German str., 1,220, W. Hubner, 19th Dec., Hongkong and Amoy 9th Dec., General—Chinsee.  
 LYERMOON, German str., 1,238, Th. Lehmann, 19th Dec., Shanghai 18th Dec., General—Schmiedt & Co.  
 MEEFOO, Chinese str., 1,321, J. Whitlaw, 19th Dec., Shanghai 16th Dec., General—Chinsee.  
 PROUT, Norwegian str., 715, E. Olsen, 18th Dec., Bangkok 9th Dec., Rice—Angward Thoreau.  
 SAMSEN, German str., 998, Rehwalder, 19th Dec., Bangkok 11th Dec., Rice—Molchers & Co.  
 SENEGAMBIA, German str., 4,500, Jaburg, 19th Dec., Shanghai 18th Dec., General—Hamburg-Amerika Linie.  
 SILVERHILL, British str., 4,490, G. Branstetter, 18th Dec., London 30th Oct. and Singapore 11th Dec., General—Arnhold, Karberg & Co.  
 TAIWAN, British str., 1,109, H. Harder, 18th Dec., Shanghai 15th Dec., General—Butterfield & Swire.  
 TAKSANG, British str., 957, W. P. Baker, 18th Dec., Canton 11th Dec., General—Jardine, Matheson & Co.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
 19th December.  
 Calchas, British str., for Manila.  
 Gueland, German str., for Haiphong.  
 Hsitan, British str., for Amoy.  
 Lyemou, German str., for Canton.  
 Takung, British str., for Swatow.

## DEPARTURES.

19th December.  
 CHINA, British str., for Canton.  
 FOCHOW, British str., for Shanghai.  
 FERNBERG, British str., for Amoy.  
 GRENOSIA, British str., for Amoy.  
 HANSON, British str., for Amoy.  
 KASHING, British str., for Canton.  
 MANICA, British str., for Singapore.  
 SUNOKIANG, British str., for Cebu.  
 TAIWAN, British str., for Canton.  
 TIENSHIN, British str., for Yokohama.  
 YIKSANG, British str., for Canton.

## VESSELS IN DOCK.

19th December.  
 ABERDEEN DOCK—Holstein.  
 KOWLOON DOCK—U.S.S. Fathomer, Agincourt, Hve, Indravelli, Seida, Attaka, H.M.S. Thetis.  
 COSMOPOLITAN DOCK—Sheila.

## VESSELS ON THE BERTH

## FOR SHANGHAI.

(Taking Cargo at through rates to TIENTSIN and CHEMULPO.)  
**THE Steamship**  
 "LOONGMOON,"  
 Captain F. Kalkofen, will be despatched for the above port TO-DAY, the 20th inst., at 3 P.M.  
 This Steamer has superior accommodation for First and Second class passengers.  
 For Freight or Passage, apply to  
 SIEMSEN & CO., Agents.  
 Hongkong, 19th December, 1904. [2930]

**DOUGLAS-STEAMSHIP COMPANY, LIMITED.**  
 FOR SWATOW, AMOY AND FOCHOW.  
**THE Company's Steamship**  
 "HATTAN,"  
 Captain Roach, will be despatched for the above ports TO-DAY, the 20th inst., at 9 A.M.  
 For Freight or Passage, apply to  
 DOUGLAS LAFFRAIK & CO., General Managers.  
 Hongkong, 17th December, 1904. [2923]

**THE Steamship**  
 "ARRATOON APCAR,"  
 Captain E. Fey will be despatched for the above ports TOMORROW, the 21st inst., at 3 P.M.  
 For Freight or Passage, apply to  
 DAVID SASSOON & CO., LD., Agents.  
 Hongkong, 19th December, 1904. [2903]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
**STEAM TO SHANGHAI, YOKOHAMA AND KORE.**  
**THE Company's Steamship**  
 "CHINA,"  
 Captain Tomasovich, will leave for the above places on SATURDAY, the 24th inst., P.M.  
 For Freight or Passage, apply to  
 SANDER, WIELER & CO., Agents.  
 Hongkong, 17th December, 1904. [3]

**REGULAR STEAMSHIP SERVICE TO NEW YORK.**  
 VIA PORTS AND SUEZ CANAL.  
 PROPOSED SAILINGS FROM HONGKONG.  
 1904.  
 "SHIMOSA" ... 28th Dec.  
 "GLAZEB" ... 25th Jan.  
 "SATSUMA" ... 5th Feb.  
 For Freight and further information, apply to  
 DODWELL & CO., LD., Agents.  
 Hongkong, 10th December, 1904. [877]

**STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.**  
**THE Steamship**  
 "SENECA,"  
 will be despatched as above on or about the 15th January, 1905.  
 For Freight & further information, apply to  
 STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.  
 Hongkong, 15th December, 1904. [2899]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
 2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BEER	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	BENGAL	Brit. str.	—	G. Philipps	P. & O. S. N. Co.	On 31st inst., at Noon
LONDON & ANTWERP	BENLOMOND	Brit. str.	1 m.	Clark	GIBB, LIVINGSTON & CO.	About 10th Jan.
AMSTERDAM, LONDON & ANTWERP	DIOMED	Brit. str.	1 m.	Young	BUTTERFIELD & SWIRE	To-day.
AMSTERDAM, LONDON & ANTWERP	MOYNE	Brit. str.	1 m.	Davis	BUTTERFIELD & SWIRE	On 31st Jan.
AMSTERDAM, LONDON & ANTWERP	HYSON	Brit. str.	1 m.	H. E. Kitcat, R.N.R.	BUTTERFIELD & SWIRE	On 17th Jan.
AMSTERDAM, LONDON & ANTWERP	FIAM	Brit. str.	1 m.	Schmitz	BUTTERFIELD & SWIRE	On 31st Jan.
MARSEILLES, LONDON & ANTWERP	TONKIN	Freestr.	—	E. Prehn	P. & O. S. N. Co.	About 21st inst.
BREMEN, VIA PORTS OF CALL.	P. E. FRIEDRICH	Ger. str.	k. w.	Jaburg	MESSAGERIES MARITIMES	On 27th inst., at 1 P.M.
BREMEN, BREMEN & HAMBURG	ARMENIA	Ger. str.	k. w.	Forst	MELCHERS & CO.	To-morrow, at Noon.
HAVRE & HAMBURG	C. F. FELD, LAEISZ	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINIE	On 1st Jan.
HAVRE & HAMBURG	AMERICA	Ger. str.	k. w.	Purzelius	HAMBURG-AMERIKA LINIE	On 10th Jan.
HAVRE & HAMBURG	SITHONIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 22nd Jan.
HAVRE & HAMBURG	ARCADIA	Ger. str.	k. w.	Förck	HAMBURG-AMERIKA LINIE	On 24th Jan.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINIE	On 7th Feb.
HAVRE & HAMBURG	SAMBIA	Ger. str.	k. w.	Behrens	HAMBURG-AMERIKA LINIE	On 21st Mar.
TRIESTE, &c. VIA SINGAPORE, &c.	GISELA	Aus. str.	1 m.	Lüning	HAMBURG-AMERIKA LINIE	On 29th inst., P.M.
GENOA, MARSEILLES, HAVRE & LIVERPOOL	NINGCHOW	Brit. str.	1 m.	Damianovich	SANDER, WIELER & CO.	On 22nd inst.
GENOA, MARSEILLES & LIVERPOOL	HECTOR	Brit. str.	1 m.	J. Riley	BUTTERFIELD & SWIRE	On 20th Jan.
NEW YORK, VIA PORTS & SUEZ CANAL	SHIMOSA	Brit. str.	—	Edmondson	BUTTERFIELD & SWIRE	About 23rd inst.
NEW YORK, VIA PORTS & SUEZ CANAL	CLAYDALE	Brit. str.	—	S. Robinson	DODWELL & CO., LD.	About 30th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.	F. G. Parington	STANDARD OIL CO.	About 15th Jan.
AMSTERDAM, LONDON & ANTWERP	AMERICA	Brit. str.	2 m.	Wagner	CANADIAN PACIFIC R. CO.	On 28th inst.
AMSTERDAM, LONDON & ANTWERP	EXPRESS OF CHINA	Brit. str.	1 m.	H. W. Howie	CANADIAN PACIFIC R. CO.	On 11th Jan.
AMSTERDAM, LONDON & ANTWERP	PERLES	Brit. str.	1 m.	S. Baroban	BUTTERFIELD & SWIRE	On 23rd inst.
AMSTERDAM, LONDON & ANTWERP	PIRIADES	Brit. str.	1 m.	C. D. Goldsmith, R.N.R.	DODWELL & CO., LIMITED	On 9th Jan., at Daylight.
AMSTERDAM, LONDON & ANTWERP	NIOMEDIA	Brit. str.	1 m.	F. Kalkofen	BUTTERFIELD & SWIRE	On 25th inst.
AMSTERDAM, LONDON & ANTWERP	CHINGTU	Brit. str.	1 m.	Roope	BUTTERFIELD & SWIRE	About 27th inst.
AMSTERDAM, LONDON & ANTWERP	JATA	Brit. str.	1 m.	G. Meiners	P. & O. S. N. Co.	About 22nd inst.
AMSTERDAM, LONDON & ANTWERP	TIENTSIN	Brit. str.	1 m.	Tomanovich	BUTTERFIELD & SWIRE	To-day.
AMSTERDAM, LONDON & ANTWERP	ANBU	Brit. str.	1 m.	G. M. Montford, R.N.R.	BUTTERFIELD & SWIRE	To-morrow, at 3 P.M.
AMSTERDAM, LONDON & ANTWERP	WOOSUNG	Brit. str.	1 m.	Garland	SIEMSEN & CO.	To-morrow, at Daylight.
AMSTERDAM, LONDON & ANTWERP	LOONGMOON	Ger. str.	—	A. Hansen	JARDINE, MATHESON & CO.	Quick despatch.
AMSTERDAM, LONDON & ANTWERP	CHOISANG	Brit. str.	—	H. A. Haraldsen	MELCHERS & CO.	On 24th inst., P.M.
AMSTERDAM, LONDON & ANTWERP	RUON	Ger. str.	—	C. Cornelissen	SANDER, WIELER & CO.	About 31st inst.
AMSTERDAM, LONDON & ANTWERP	CHINA	Brit. str.	—	Roonch	P. & O. S. N. Co.	On 27th inst., at Daylight.
AMSTERDAM, LONDON & ANTWERP	COROMANDEL	Brit. str.	—	Pennafather	JARDINE, MATHESON & CO.	To-morrow, at Daylight.
AMSTERDAM, LONDON & ANTWERP	PALAMONDE	Brit. str.	—	E. Fey	OSAKA SHOSHEN KAISHA	On 25th inst., at Daylight.
AMSTERDAM, LONDON & ANTWERP	THURMUR	Jap. str.	—		OSAKA SHOSHEN KAISHA	On 1st Jan., at Daylight.
AMSTERDAM, LONDON & ANTWERP	M. S. S. S. S.	Jap. str.	—		OSAKA SHOSHEN KAISHA	On 28th inst., at Daylight.
AMSTERDAM, LONDON & ANTWERP	EXPRESS OF CHINA	Jap. str.	1 m.		DOUGLAS LAFFRAIK & CO.	To-day, at 9 A.M.
AMSTERDAM, LONDON & ANTWERP	PROVIDENCE	Jap. str.	2 h.		BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
AMSTERDAM, LONDON & ANTWERP	HAITAN	Brit. str.	2 h.		JARDINE, MATHESON & CO.	On 24th inst., at 10 A.M.
AMSTERDAM, LONDON & ANTWERP	TAKING	Brit. str.	1 m.		DODWELL & CO., LD.	About 28th inst.
AMSTERDAM, LONDON & ANTWERP	YENSANG	Brit. str.	—		SEWAN, TOMES & CO.	On 31st inst., at 10 A.M.
AMSTERDAM, LONDON & ANTWERP	ZAFIRO	Brit. str.	—		SEWAN, TOMES & CO.	Quick despatch.
AMSTERDAM, LONDON & ANTWERP	TREMON	Brit. str.	—		JAVA-CHINA-JAPAN LINE	About 23rd inst.
AMSTERDAM, LONDON & ANTWERP	RUBI	Brit. str.	—		JAVA-CHINA-JAPAN LINE	To-morrow, at 3 P.M.
AMSTERDAM, LONDON & ANTWERP	TIPANAS	Dut. str.	—		DAVID SASSOON & CO.	On 3rd Jan., at 3 P.M.
AMSTERDAM, LONDON & ANTWERP	TIMAH	Dut. str.	—		JARDINE, MATHESON & CO.	
AMSTERDAM, LONDON & ANTWERP	ABRATOON APCAR	Brit. str.	—			
AMSTERDAM, LONDON & ANTWERP	LAISANG	Brit. str.	—			

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
 R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 28th Dec.  
 R.M.S. "EMPRESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 11th Jan.  
 R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 25th Jan.  
 R.M.S. "EMPRESS OF INDIA" ... 6,400 Tons ... WEDNESDAY, 8th Feb.  
 R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 8th Mar.  
 Hongkong to London, 1st Class ... via St. Lawrence 400 ... via New York 422.  
 Intermediate on Steamers ... 240.  
 1st and 2nd Class Rail ... 242.

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
 D. W. CRADDOCK, Acting General Agent.  
 9, PRINCE STREET.

## HAMBURG-AMERIKA LINIE.

## OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTS, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SENEGAMBIA	HAVRE, BREMEN and HAMBURG.	On 21st Dec. Freight.
Capt. Jaburg	(Calling at Singapore, Penang and Colombo)	
ARMENIA	HAVRE and HAMBURG	On 1st Jan. Freight.
Capt. Forst	(Calling at Singapore, Penang and Colombo)	
C. F. FELD, LAEISZ	HAVRE and HAMBURG	On 10th Jan. Freight.
Capt. von Hoff	(Calling at Singapore, Penang and Colombo)	
AMERICA	HAVRE and HAMBURG	On 22nd Jan. Freight.
Capt. Purzelius	(Calling at Singapore, Penang and Colombo)	
SITHONIA	HAVRE and HAMBURG	On 27th Jan. Freight.
Capt. Hildebrandt	(Calling at Singapore, Penang and Colombo)	
ARCADIA	HAVRE and HAMBURG	On 7th Feb. Freight.
Capt. Förck	(Calling at Singapore, Penang and Colombo)	
ANDALUSIA	HAVRE and HAMBURG	On 21st Feb. Freight.
Capt. Filler	(Calling at Singapore, Penang and Colombo)	
RHENANIA	HAVRE and HAMBURG	On 7th Mar. Freight & Passengers.
Capt. Behrens	(Calling at Singapore, Penang and Colombo)	
SAMBIA	HAVRE and HAMBURG	On 21st Mar. Freight.
Capt. Lüning	(Calling at Singapore, Penang and Colombo)	

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
 HONGKONG OFFICE,  
 NO. 1, QUEEN'S BUILDINGS.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	Sat., 24th Dec., 10 A.M.
RUBI	2540	R. W. Almond	Manila	Sat., 31st Dec., 10 A.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
 GENERAL MANAGERS.

Hongkong, 19th December, 1904.

## NORTHERN PACIFIC RAILWAY LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
PLEIADES	9,753	F. G. Parington	Friday, December 23rd
TREMON	9,806	T. W. Garlick	January 10th
LYRA	4,417	G. W. Williams	February 9th
PLEIADES	9,753	F. G. Parington	March 4th

† Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT ... 9,806 tons. | T. W. Garlick ... | About 28th December.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED.  
 GENERAL AGENTS.

QUEEN'S BUILDINGS.  
 Hongkong, 18th December, 1904.

## SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL

The following chartered steamers will run at intervals of about 3 weeks:—

STEAMERS.	TO SAIL.	REMARKS.
S.S. "LOTHIAN" ...	Captain J. C. Williamson.	
S.S. "SOFALA" ...	Captain G. A. Shepherd.	
S.S. "INDRASHAMA" ...	Captain R. P. Oraven.	
S.S. "INDRAVELLI" ...	Captain S. Collington.	
S.S. "COURTFIELD" ...	Captain J. W. Martin.	
S.S. "SWANLEY" ...	Captain J. P. Dawson.	
S.S. "GRANLEY" ...	Captain W. E. Steele.	
S.S. "KIBAL" ...	Captain M. Robertson.	
S.S. "ASCOT" ...	Captain C. E. Cox.	
S.S. "INKUM" ...	Captain E. S. Pearce.	
S.S. "SIKH" ...	Captain J. Rowley.	
S.S. "SEALDA" ...	Captain Geo. Brown.	

For Freight, apply to

GIBB, LIVINGSTON & CO.,  
 AGENTS.

Hongkong, 19th November, 1904.

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

STEAMERS.	TO SAIL.	REMARKS.
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MARSEILLES, LONDON and AMSTERDAM VIA SINGAPORE, PENANG, COLOMBO and PORT SAID ... About 21st December ... Freight only.

MOJI and KOBE ... About 22nd December ... Freight only.

YOKOHAMA, VIA SHANGHAI, HAI, MOJI and KOBE ... About 27th December ... Freight and Passage.

LONDON, &c. ... About 31st December ... See Special Advertisement.

SHANGHAI ... About 31st December ... Freight and Passage.

For further Particulars, apply to

E. A. BEWETT,  
 Superintendent.

Hongkong, 19th December, 1904.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN, AND BLACK SEA PORTS.

THE Steamship.

"TONKIN."

Captain Schmitz, will be despatched for MARSEILLES on TUESDAY, the 27th December, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"SOBRALENSE"	On 19th December.
GLASGOW and LIVERPOOL	"PELEUS"	On 27th December.
GLASGOW and LIVERPOOL	"PRIAM"	On 4th January.
GLASGOW and LIVERPOOL	"WRAYCASTLE"	On 5th January.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 20th December.
GENOA, MILES, HAVRE and LIVERPOOL	"NINGCHOW"	On 22nd December.
AMSTERDAM, LONDON and ANTWERP	"MOYUNE"	On 3rd January.
AMSTERDAM, LONDON and ANTWERP	"HYSON"	On 17th January.
GENOA, MARSEILLES and LIVERPOOL	"HECTOR"	On 20th January.
AMSTERDAM, LONDON and ANTWERP	"PRIAM"	On 31st January.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"PELEUS"	On 28th December.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 7th December, 1904.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO, SHANGHAI, MANILA, DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"ANHUI"	On 20th December.
	"WOOSUNG"	On 20th December.
	"CHINGTU"	On 26th December.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Untravellers Table. A duly qualified Surgeon is carried.  
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 16th December, 1904.

# IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND-PASSENGERS AND LUGGAGE ON TRIPPLES OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
PRINZ EITEL FRIEDRICH	WEDNESDAY 21st December
SEIDLITZ	WEDNESDAY 4th January 1905
ROY	WEDNESDAY 18th January
RAYEN	WEDNESDAY 1st February
ZIETEN	WEDNESDAY 15th February
SACHSEN	WEDNESDAY 1st March
PRINZESS ALICE	WEDNESDAY 15th March
PRINZ REGENT LUITPOLD	WEDNESDAY 29th March
PREUSSEN	WEDNESDAY 12th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 26th April

ON WEDNESDAY, the 21st day of DECEMBER, 1904, at Noon, the Steamship "PRINZ EITEL FRIEDRICH," Captain E. Prehn, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 19th December. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 20th December, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 20th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**

Hongkong, 8th December, 1904.

# PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHIP INLAND SEA OF JAPAN, MOWI, KOBE AND YOKOHAMA FOR OPERATING IN OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Becherer	January 25th, 1905.
"ARABIA"	4,468	Bahle	February 20th, 1905.
"ARAGONIA"	5,198	Schuldt	March 12th, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

**ALLAN CAMERON, GENERAL AGENT.**

Hongkong, 17th December, 1904.

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSANG"	Wednes, 21st Dec., D'light.
MANILA DIRECT	"YUENSANG"	Fri., 23rd Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tues., 3rd Jan., 3 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.  
‡ For Freight or Passage, apply to

**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS.

Hongkong, 20th December, 1904.

# OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOOCHOW, via SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 21st Dec., at Daylight.
TAMSUI, via SWATOW AND AMOY	"M. STRUVE"	SUNDAY, 25th Dec., at Daylight.
ANPING, via SWATOW AND AMOY	"PROVIDENCE"	WEDNESDAY, 28th Dec., at Daylight.
TAMSUI, via SWATOW AND AMOY	"FRITHJOF"	SUNDAY, 1st Jan., at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central.  
Hongkong, 19th December, 1904.

T. ARIMA, Manager.

## VESSLS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"ROON"

Captain G. Meiners, due here with the outward German Mail about THURSDAY, A.M., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD,  
For Further Particulars, apply to

MELCHERS & CO.,  
Agents.

Hongkong, 19th December, 1904.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERHIA, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BENGAL"

Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this Port on SATURDAY, the 31st December, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Victoria," 6522 tons, from Colombo.

Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the E.M.S. "Oriental," due in London on the 12th February, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWITT,  
Superintendent.

Hongkong, 18th December, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHENG"

951 Tons. Captain J. MEUNG will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.  
No. 147, Connaught Road Central.

Hongkong, 15th March, 1904.

NOTICE TO SHIPPERS.

THE NIPPON Yusen Kaisha are

prepared, during suspension of their Trans-Pacific Service and until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS IN THE UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE as hitherto by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TUGBOAT CO.'S, OCEAN S.S. CO., and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.

A. S. MIHARA,  
Manager.

Hongkong, 20th May, 1904.

SHIPPING IN PORT.

STEAMERS.

AGINCOURT, British str., 2,876, H. T. Worsnop, Hainan Island 1st Oct.—Gilmay & Co.

ANGHIN, German str., 1,001, F. J. Schaefer, 15th Dec.—Bangkok 7th Dec., Rice.—Butterfield & Swire.

ARABOTON, British str., 2,231, E. Fey, 13th Dec.—Calcutta and Singapore 7th Dec.—General.—David Sassoon & Co.

ATHLETIC, British str., 2,440, S. Robinson, 17th Dec.—Vancouver 14th Nov. and Shanghai 14th Dec., General.—C. P. R. Co.

AUSTRALIAN, British str., 1,784, A. H. Schaw, 18th Dec.—Melbourne 12th Nov. and Manila 15th Dec., General.—Gibb, Livingstone & Co.

BELGIAN KING, British str., 2,353, J. Hayton, 2nd Dec.—Moji 28th Nov., Coal.—Bradley & Co.

CAICHAS, British str., 4,278, W. T. Hannah, 13th Dec.—Vladivostok via Japan 2nd Dec.—General.—Butterfield & Swire.

DEWONG, German str., 1,037, Gorken, 14th Dec.—Bangkok 7th Dec., Rice.—Norddeutscher Lloyd.

DONOLA, British str., 2,820, M. N. English, 15th Dec.—New York 16th Sept., Case Oil.—Standard Oil Co.

ELLY, British str., 2,612, E. S. Baker, 12th Dec.—Arce Bay 1st Oct., Bulk Oil.—Arnold, Karberg & Co.

ELBE, German str., 903, Petersen, 18th Dec.—Haiphong and Hoihow 17th Dec., General.—Jensen & Co.

GOLDMOUTH, British str., 4,863, Starkey, 1st Dec.—Batoum 25th October, Oil.—Doddwell & Co.

HALABAN, Dutch str., 385, J. Steendam, 6th Dec.—Foohow 2nd Dec., Ballast.—Arnold, Karberg & Co.

HAITAN, British str., 1,183, Crowe, 18th Dec.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Thos. D. Pratt, Hongkong

Centurion, battleship, 10,500 tons, Capt. Fegen, Weihaiwei.

Crossy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, Singapore

Esperanza, gunboat, 1,370 tons, 10 guns, Comdr. Sato, Singapore

Fane, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Lieut.-Comdr. C. Assor, Hongkong

Fearless, gunboat, 443 tons, 12 guns, Comdr. Vaughan, a.s. en route/Singapore

Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Hon. W. G. Stopford, Hongkong

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Weihaiwei

Humber, storeship, 1,640 tons, Comdr. P. M. Rindore, Hongkong

Iphigenia, 2nd class cruiser, 3,600 tons, Capt. Fawcokner, Shanghai

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,500 h.p., Lieut.-Comdr. J. A. Gregory, Weihaiwei

Kinsha, river gunboat, 331 tons, Lieut.-Comdr. Christopher P. Metcalf, on Yangtze

Leviathan, cruiser, 14,100 tons, Capt. Kirby, en route/Singapore

Moerhen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. F. B. Noble, West River

Ocean, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain Giest, C.M.G., Weihaiwei

Otter, torpedo-boat destroyer, 350 tons, in reserve

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. J. Nicholas, Hongkong

Rambler, surveying-ship, 533 tons, Comdr. Chas. E. Monro, Labuan

Risado, sloop, 580 tons, 6 guns, Comdr. D. S. Aunyn Wake, Singapore

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Vaughan, West River

Rosario, sloop, 890 tons, 6 guns, 11,400 h.p., Comdr. Vivian, Hongkong

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. L. W. Jones, West River

Sirius, 2nd class cruiser, 3,600 tons, Capt. C. H. H. Moore, Weihaiwei

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Ernest W. G. Davidson, on Yangtze

Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,600 h.p., Hongkong

Tamar, receiving ship, 4,600 tons, 6 guns, Commodore C. G. Dickson, at Hongkong

Teal, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. E. F. R. Dugmore, on Yangtze

Thetis, cruiser, 3,400 tons, Capt. J. C. A. Wilkinson, Hongkong

Two, gunboat, 362 tons, 3 guns, 200 h.p., Lieut.-Comdr. R. H. Keate, Hongkong

Vengeance, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. C. Stuart C.M.G., Amoy

Vestal, sloop, 980 tons, 10 guns, 1,400 h.p., Comdr. Stuart St. J. Farquhar, en route/Singapore

Virago, torpedo-boat destroyer, 360 tons, in reserve

Waterwitch, surveying-ship, 620 tons, 450 h.p., Comdr. E. C. Hardy, at Mira Bay

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